

Mr. King) to give us an explanation of what this Bill means, before it receives first reading. I have been endeavouring during the last three or four hours to study the Bill, and, quite candidly, up to the present moment I have been all at sea.

Hon. Mr. KING: It is customary in this Chamber to explain a Bill on the motion for second reading. If we follow our usual procedure, the question will be discussed tomorrow, when the motion for second reading is made. The honourable member can acquaint himself with the Bill in the meantime.

The Bill was read the first time.

VOCATIONAL TRAINING CO-ORDINATION BILL

FIRST READING

A message was received from the House of Commons with Bill 64, an Act respecting the carrying on and co-ordination of vocational training.

The Bill was read the first time.

TRAINING CENTRES FOR ARMED SERVICES—WAR VETERANS' FARM SETTLEMENT

RETURN

On the inquiry by Hon. Mr. Tanner:

1. In what provinces of Canada are training centres or training schools now established and operating under the direction of the Army, Navy and Air Services, respectively?

2. Are these training centres or training schools exclusively for the benefit of men who are enlisted in the several services? If not exclusive, what other classes of persons are admitted to such training centres or training schools?

3. What other training centres or training schools, if any, is the Government now operating?

4. Is the Government carrying on any training centres or training schools in any of the provinces; and if so, in what provinces? What are the courses of training, and what classes of persons are admitted to such training centres or training schools?

5. Is the Government co-operating with any provincial Government in carrying on any training centres, training schools or vocational schools in any of the provinces; and if so in what provinces? What classes of persons are admitted to such training centres and schools, and what are the courses of training in such centres and schools? Has the training any relation to war services; or is it designed for post-war work?

6. What is the method, plan or system of training men and women in farm work and management intended to be set up and operated by the Government in relation to legislation now before Parliament to provide for the settlement of war veterans on farms?

Hon. Mr. KING: I would ask that this inquiry be treated as an order for a return, and I table the return forthwith.

44567—14½

CANADIAN NATIONAL RAILWAYS—ST. MARTIN'S BRANCH ABANDONMENT

INQUIRY

Hon. Mr. FOSTER inquired of the Government:

1. How many applications were made to the Board of Transport Commissioners by the Canadian National Railways for permission to abandon the St. Martin's branch in New Brunswick?

2. When was such permission granted?

3. When was the work to abandon commenced?

4. What was the value of material salvaged, exclusive of rails, (a) sold for cash, (b) retained for use otherwise?

5. What was the description of the rails removed from the main line?

6. What was the approximate value of all rails and fastenings?

7. What other means of transportation is afforded farmers, lumbermen and other residents who are located adjacent to the right-of-way?

Hon. Mr. KING: I have these answers to the inquiry:

1. Two; the first in 1935, the second in 1940.

2. On April 19, 1940, by Order No. 58946 of the Board of Transport Commissioners.

3. Dismantlement was commenced in the autumn of 1940 and the lifting of the steel was completed on December 13 of that year.

4. (a) \$4,264; (b) \$9,053.91.

5. 56-lb. rail, 27.74 miles; 67-lb. rail, 1.02 miles; 80-lb. rail, 2.79 miles; 85-lb. rail, 1.43 miles.

Miscellaneous scrap rail, 1126.23 gross tons.

6. The salvage value of the rails and fastenings was approximately \$54,529.62.

7. A highway connects St. Martin's with Saint John, N.B., and a good gravel road runs parallel to the railway right-of-way from Hampton to St. Martin's. At the time of abandonment there was no regular bus service on these roads, but goods were carried in trucks owned by stores, or in trucks owned or hired by firms.

GOVERNMENT SHIPBUILDING CORPORATION

INQUIRY

Hon. Mr. TANNER inquired of the Government:

1. What is the total number of the employees of the corporation set up by the Government for the purpose of cargo shipbuilding?

2. What is the number of one-dollar-a-year men in the service of the corporation?

3. What is the number of salaried persons in the service of the corporation?

4. What is the total amount of monthly payments by the corporation for salaries, labour and other services?

5. What is the total amount invested or to be paid by the Government for shipbuilding plants (1) privately owned, and (2) owned by the Government for the country?